

# MCGILL DAILY

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## Pub to open tomorrow in Union lounge

by Ian Howarth

Students will be able to go to a pub in the Students' Union coffee lounge starting tomorrow, pub manager Kirk Kelly said yesterday.

Kelly said this temporary version of the Students' Society pub will be open to all McGill students and their guests from 2 pm to 3 am on Thursdays, Fridays, and Saturdays.

The coffee lounge will have to be closed for lunch on Thursdays and Fridays to prepare it for the pub those nights, Students' Society Internal Vice-President Michael Johnson said yesterday. The lounge will be open Mondays, Tuesdays, and Wednesdays.

Johnson said the temporary pub is being opened because a permanent Students' Society pub that is being planned will not be ready before next March. Arrangements for an architect's contract and an \$80,000 bank loan will not be completed before Christmas, and work will begin only in January, he said.

The permanent pub is to be in the Union basement, Johnson said, adding that when it opens,



the temporary pub will close and the coffee lounge will reopen for lunch on Thursdays and Fridays.

Kelly said the temporary pub will employ about 20 McGill students and will be divided into a cocktail lounge, a discotheque, and a cafe. He said the discotheque will have a juke box and may also have live entertainment.

Kelly said the pub, called Gertrude's after the poet Gertrude Stein, will serve domestic and imported beer at 50 cents a bottle and liquor at 90 cents straight and \$1.10 with a mix.

Kelly said the pub organizers have spent about \$2,500 on renovating the coffee lounge and said Students' Council had given them \$12,500 altogether. Some of the \$12,500 will be spent on goods that will be used in the permanent pub, Johnson said.

Profits from the pub will go to the Students' Society. Kelly said the pub would start making profits the first day, but said he did not know how much it would make.



Beltmann Archive

## Highway robbery: the people pay

by Abe Limonchick

For many years, city officials, environmental experts and urbanists have maintained that improved public transportation is the answer to the automobile-linked evils afflicting our society. The energy crisis has made the problem crucial. The automobile has become a cancer of monstrous proportions, undermining society even while helping to free it.

The automobile is now being seen as a major source of exploitation of low and middle income people, whether they own a car or not. There is no other choice but to engage in a major transfer of resources and priorities from a society based on the automobile to one where public transportation will be dominant.

### The real cost

According to the American National Research Council, the real cost of using an automobile in the United States is \$1.00 per mile as of 1972, and not \$0.16 as it is generally believed. The real cost for the owner of a car is \$0.50 a mile, the other \$0.50 being a hidden cost which is never made public, since it is in fact a public subsidy paid both by car owners and by non-owners to the automobile industry and to the industries tied to it.

In a study prepared for the Canadian Transportation Commission, economist Z.J. Baritos asserts that car owners pay only a little more than half of the cost of construction and

maintenance of highways in Canada.

"Basing himself on 1968 statistics, Mr. Baritos notes that the maintenance costs of roads which can be directly attributed to the users amount to about two billion dollars each year.

"In his study, Mr. Baritos says that the users of the roads only pay for \$1.3 billion, leaving a deficit of about \$700 million, which has to be made up by the municipal and provincial administrations. The maintenance costs of the roads comprise the costs of expropriation, construction, traffic control, police surveillance, etc." (Le Devoir, January 27, 1974)

Taking into account the fact that the costs of using a car have almost doubled since 1968, these figures represent a hidden subsidy of nearly \$65 a year from each Canadian to the automobile industry. Expressing these statistics in another way, one can say that each car owner receives a subsidy of between \$150 and \$160 a year.

According to Prince Edward Island undersecretary Harry Cochrane, quoted in the Montreal Gazette, "the cost of accidents on Canadian highways, including property damage, medical costs and loss of salaries, exceeds one billion dollars a year, the greater part of this cost not being covered by automobile insurance."

A large part of the judicial apparatus — lawyers, judges,

bureaucracy — deals only with automobile accidents.

Inadequate public transportation increases the number of unemployed people and welfare recipients in urban areas. Higher taxes within city limits encourage companies to move to suburbs that are accessible only by car. People who cannot afford to use or buy a car sometimes find it easier to go on welfare. A group of South Shore companies recently asked the provincial government to improve public transportation in their region because the high cost of automobile transportation was making it difficult to recruit workers in Montreal, the only big reservoir of available manpower.

### Governments disoriented

The poor orientation of priorities with respect to the funds available for transportation is one of the biggest sources of exploitation of the Canadian taxpayer. Air transport, which serves only a minority of the population, is one of the big culprits. The results of studies conducted by the Canadian Transportation Commission seem to have forced Jean Marchand, the minister responsible, to adopt certain corrective measures. What are the facts?

Seven million passengers used Canadian airports in 1973.

Continued on page 3







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# Public

Continued from page 1

The maintenance of these airports produced a deficit of seventy million dollars, representing a subsidy of \$10 a flight or \$20 a round trip for each passenger.

Clearly these figures do not include the capital investments in airports like Mirabel, investments which could reach four billion dollars before the end of the project in 1985, including the airport, the construction of Highway 13 and the rail mass transit system which will serve the airport.

The deficit of the Montreal Urban Community Transportation Commission has risen from \$16-million in 1973 to an estimated \$37-million in 1974 and \$65-million in 1975, while the subsidy based on 500,000 users a day has gone up from \$32 per year per user in 1973 to \$74 in 1974 and \$130 in 1975.

From the point of view of the taxpayer, the cost is about \$15 for each resident of the Montreal Urban Community in 1974 and \$30 in 1975. As we have seen, the subsidies paid for public transportation in Montreal are insignificant compared with the subsidies paid toward other forms of transportation.

## Senior Citizens

The problem of transportation for senior citizens has apparently been resolved independently of the other problems relating to the mass transit system. Most North American and European cities have considerably reduced their fares or have abolished them for their senior citizens. Old people in Vancouver can travel for a year on a pass that costs them \$5. In Paris and Amsterdam, there is no fare for senior citizens, and Toronto is thinking of doing the same thing.

## Fare cuts

Fares have been completely abolished in the downtown areas of Seattle and Birmingham, but the results are not yet known.

Atlanta has reduced everyone's fare from 40 cents to 15 cents. The number of passengers increased by 20 per cent following this reduction, 40 per cent of these new users being former automobile users.

In Denver, a program of public education and solid and imaginative advertising, combined with considerable improvements in service and a reduction of fares from 40 cents to 35 cents, brought about an increase of 15 per cent per year

# transit

in the number of passengers since 1971. This year, due to the energy crisis, the increase exceeded 22 per cent. Another characteristic of the Denver system is the widespread use of express buses to transport people from the suburbs, and of minibuses called DARTS which transport people in the downtown area for 10 cents a trip.

## Los Angeles

Los Angeles is certainly one of the best examples of the twisted priorities of the automobile culture. The social cost of the automobile in Los Angeles in terms of pollution, autoroute construction and so on is probably incalculable. When calm returned after the riots in Watts, a black suburb of Los Angeles, it was discovered that one of the principal reasons for the high number of welfare recipients and unemployed was the absence of an adequate public transportation system. People did not have the means to buy the gas necessary to travel the long distances to work, and mass transit was practically nonexistent.

Since then Los Angeles has begun the slow process of setting up a system of public transportation. What is interesting for Montreal is that a fare reduction from 50 cents to 25 cents in the new bus system brought about an increase in the number of passengers of

# must

between 500,000 and 600,000 a day, an increase of 20 per cent in the space of a few months.

Bologna, Italy, has adopted a philosophy opposite to that of most North American cities, which believe in offering free service during non-peak periods. The Bologna system is free during the rush hours and will be completely free in a few months.

According to the special supplement on public transportation in the February 16 issue of Business Week, Toronto offers the best example of an effective, complete and integrated service.

Last year the Toronto Transportation Commission transported 330 million passengers, 36 million more than in 1972, or an increase of 10 per cent, at a fare of 25 cents a trip.

According to Business Week, "the effectiveness of public transportation in Toronto can be directly related to the policy of the Province of Ontario, which firmly calls for mass transit of high quality at low prices."

# serve

Can we support the cost of an improved mass transit system, with a possible abolition of fares, in Montreal? The human and financial resources must and can come from two directions.

## Changing priorities

It is easiest for the City of Montreal to change its priorities, even though the federal and provincial governments have a relatively greater influence because of their hold on the financial resources.

The City must channel investments into the mass transit system. The hundreds of millions spent on such low-profit investments as Expo 67, the Olympic Games and the construction of autoroutes could easily have been spent on improving and extending the mass transit system. In fact, the construction and maintenance of a public transportation system creates more jobs than the construction of autoroutes. It also favours the conservation inside the city of industrial activity, fiscal resources and urban population.

## Other levels of government

Given the growing interest in public transportation on the part of the provincial and federal governments, putting pressure on these two levels would seem to be increasingly profitable. The Quebec government has formed a task force under Claude Castonguay to study urban problems, and priority is now given to public transportation. The Quebec government has also set up a program to share the cost of buying new buses.

The federal government has offered \$600-million, spread over several years, to improve public transportation. This sum becomes ridiculously low when

# people

it is shared out among the different cities and when it is compared to the hundreds of millions spent on other transportation systems. We have seen how the air transport system is favoured over other systems through:

a) Nearly \$100-million a year in subsidies for the maintenance of airports.

b) The construction of huge and expensive airports like Mirabel, which will cost hundreds of millions to accommodate planes only on a half-time basis.

c) The construction of roads and public works to serve these airports; the cost of the highway and the railroad linking Mirabel to Montreal will be \$150-million and \$500-million respectively, by 1973 prices.

d) The spending of millions of dollars to develop the STOL system, with only a fraction of this sum being used to improve urban and inter-urban public transportation.

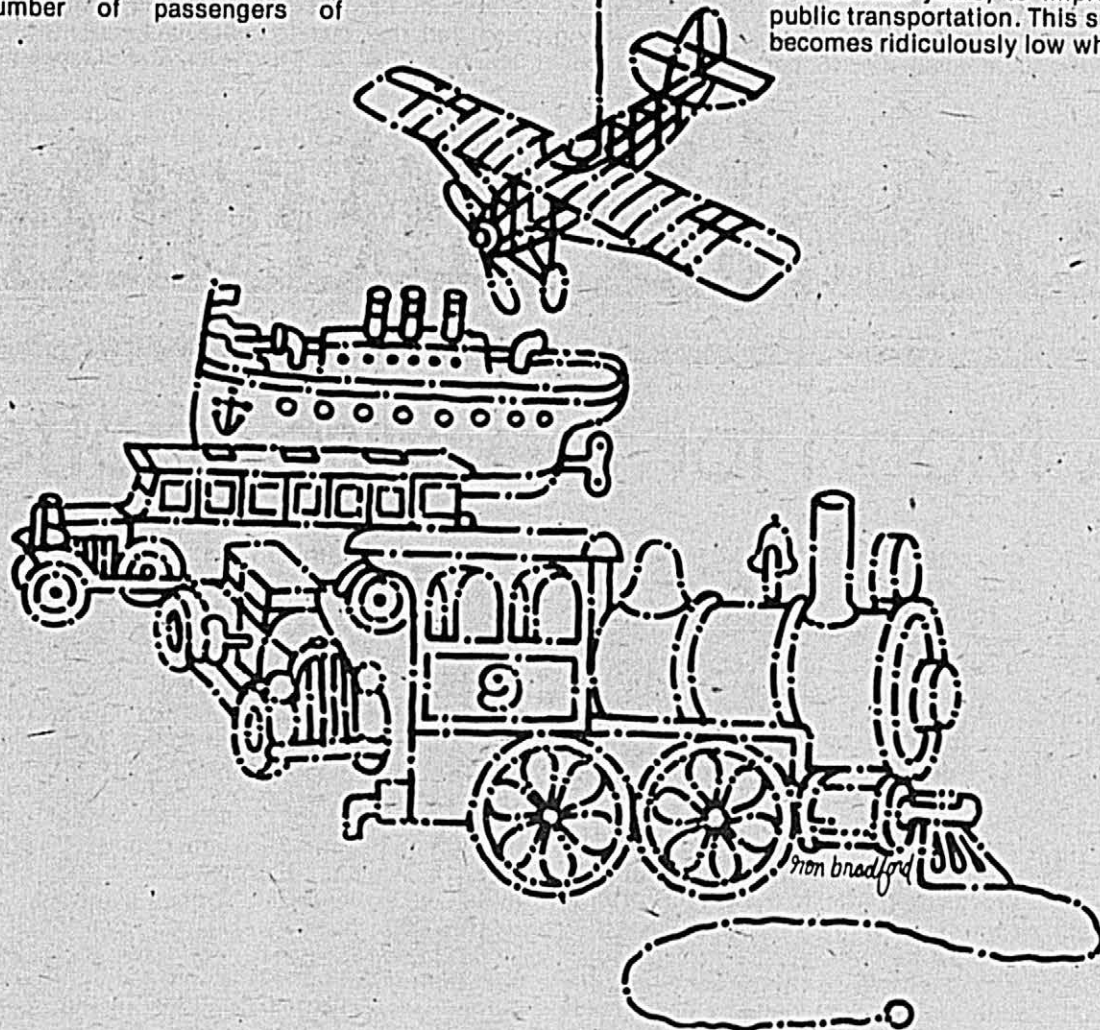
## A fundamental contradiction

It is now established that there is a correlation between the economic development and ecological and social balance of a city and the quality of its public transportation system. It is no accident that Toronto is developing faster than Montreal. While we invest millions in prestige projects, Toronto is using the same sums to improve its infrastructure, including its public transportation.

This problem will be even more serious when the fundamental contradiction between the automobile and the millions of dollars in subsidies which it receives and the little which is allotted to the public system becomes more evident. This fundamental contradiction will be sharpened by the growing cost of buying and using a car. The production cost of a car at Ford Motors is now increasing at a rate of \$50 a month, because of the inflationary cost of raw materials.

The program of the Montreal Citizens Movement on transportation is coherent, balanced, complete and fully able to ensure the economic viability of Montreal within a less polluted and ecologically better environment. A mass transit system that is complete and effective will help to stop the abnormal flight of human and material resources to the suburbs.

The program of the Montreal Citizens Movement can be financed by using present and future government programs to the maximum and by changing government priorities. The municipal administration will transfer budgetary priorities to socially useful projects while putting pressure on the higher levels of government to guarantee a more equitable sharing among the different forms of transport of the sums budgeted for transportation.





# Death, taxes, and Drapeau

by Arnold Bennett

Pigheadedness, intransigence, the double standard, and the law of the jungle — these are the norms of labour relations in municipal services under the Drapeau regime. Blue collar workers, white collar workers, firemen, garage employees of the MUOTC and even policemen have all had it with the mayor, personnel director Gerard Perron and the President of the Montreal Urban Community (MUC), Lawrence Hanigan.

In the Quebec civil service the principle of equal pay for equal work was finally established during the Common Front strike two years ago. But in Montreal the rules of the game are still completely arbitrary and based on force. Claude Gravel gave a good explanation of the situation in *La Presse* (August 10, 1974):

"The MUC police have just obtained a salary increase of 12.25 per cent for 1974, without even going to arbitration; after three years of service, their base pay thus goes up to \$14,150, plus bonuses and fringe benefits. The city's firemen have received, by arbitration, a salary increase of only 4.3 per cent this year. The difference between the salaries of police and fire fighters was \$400 in 1969 and \$700 in 1973 in favour of the police; it is now \$2,150.

"What logic, if not that of power, can have led first the City of Montreal and then the MUC to so enlarge the salary gap between these two groups of employees? On October 7, 1969, the Montreal police went on an illegal one-day strike. The city was left without protection. What happened? The police were paid for this day and, ever

since, their situation has improved. They are now the best paid police in Canada.

"The firemen also went on an illegal strike in October 1971. It lasted seven days. An injunction put an end to it. Lawsuits were taken out against the union. The firefighters asked for a salary increase. They did not win their case. From the strict viewpoint of power relations, it seems that the union leaders overestimated their real power. But one thing is certain: the municipal administration, in panic when the police walked out, conserved all its calm when the firemen put down their hoses.

"One can also cite the case of the city's manual employees and white collar workers. The former have the reputation of playing rough during a conflict, and the Olympic projects give them an increased bargaining power: they obtained increases of 11.6 per cent in 1974. At the same time, without any real justification, the City offered 7.5 per cent to its 5,000 white collar employees and prepared to invest a fortune in sustaining a conflict which is far from being over.

"This situation is even more surprising since the buying power of the municipal white collar workers has not ceased to decline in the past ten years in relation to that of the manual employees. In 1964 a white collar worker earned \$5,250 and a blue collar worker \$3,952. The same white collar worker earned \$8,896 in 1973, which represents an increase of 69.4 per cent in one decade. But the salary of the blue collar worker went up to \$8,497 in 1973, which represents a raise of 115 per

cent."

It was very difficult for the white collar workers to accept such a situation when last year's 10.9 per cent rise in the cost of living was the same for everybody. And for the decade between 1964 and 1974, one finds some very interesting increases in the revenues of certain top Montreal officials: 92.3% (to \$18,000) for Drapeau, 152.9% (to \$26,000) for Niding, 196.2% (to \$26,500) for Hanigan, 151.8% (to \$20,500) for Lynch-Staunton, and 91.0% (to \$17,000) for personnel director Gerard Perron.

It is very clear that there is a double standard with respect to indexation of salaries. "It is impossible for the City to index the salaries of its employees to the cost of living," Drapeau declared on Channel 10 on May 5, 1974, "because the city's tax revenues are not indexed to the cost of living."

But it was a completely different story less than one month later, on May 1, when *La Presse* announced the \$117-million contract to Bombardier for the manufacture of Metro cars: "An indexation clause for the costs of manpower and raw materials is included in the contract, the president of Bombardier explained."

Drapeau's excuses are rather interesting. During the summer, at the same time that all the figures from Statistics Canada and all the economic experts were predicting the opposite, Drapeau and his negotiators were saying that the cost of living would go down in the next few months. Furthermore, on May 12, again on Channel 10, Drapeau strongly declared that the white collar workers had

better chances of promotion than the blue collar workers. Through such a statement he was trying to justify the inferior increase offered to the white collar workers, implying a rather unfair treatment of the blue collar workers.

And this was not even the truth, if one goes by the testimony of at least one City white collar worker. This man was informed by letter in June 1967 that his name had been placed on the list of persons eligible for the post of "TECHNICIEN" (Urbanism-Urban Planning) and that his classification put him first among five persons eligible. Seven years later, he is still awaiting the call that will let him profit from the promised promotion.

The white collar workers, knowing that Drapeau was expecting and trying to provoke a strike for political reasons, for a long time contented themselves with working to rule, harassing the rubber stamp councillors, and asking embarrassing questions like these:

"Why does Mayor Drapeau compare the salaries of the white collar workers to those of Longueuil while not comparing his salary and those of the city councillors to those of Longueuil and other Quebec cities?"

"Did you know that the City presently pays a zookeeper \$5.10 an hour, compared to \$3.15 for a lifeguard who looks after children? Why this enormous difference?"

"Why do federal and provincial civil servants receive \$500, a 12% increase, without asking for it, while the City refuses a 10.8% increase to the white collar workers?"

"How is it that the Mayor talks

about inflation for the cost of Olympic facilities and doesn't breathe a word about it when the salaries of civil servants are involved?"

Another big grievance of the municipal employees is the looting of their pension funds by Drapeau to finance his grandiose projects. There are three pension funds — one for the police, one for the firefighters and one for the blue collar and white collar workers. The three funds are financed by contributions from the employees and from the City, but this is not enough to meet all the obligations. The actuarial deficit of these funds was \$100-million in 1966, and the City is bound by law to make special contributions to prevent any increase of this deficit. But because of exemptions granted by Quebec, and because of the refusal of the Drapeau regime to obey the law, the actuarial deficit was \$300-million in 1973.

Since 1967 Montreal has been freed from paying interest on the deficit by special orders-in-council from Quebec. In 1969 the City asked to be freed from paying its employer contribution as well, so that it could pay the debts of Expo and Man and His World. Quebec granted a dispensation for 1969 and 1970. Since 1971 the City has again asked to be freed from paying the interest, but Quebec has refused. Nevertheless, the City has illegally persisted in refusing to pay the interest since 1971.

Drapeau owes \$12-million to the police pension fund and another \$6-million in interest to the firefighters. This is the same politician who always fulminates against the unions and



## A Moon for the Misbegotten

by Donna Balkan

It is a rare experience to witness a theatrical production in which the lead performers have all achieved a consistent standard of excellence. This is even rarer in as difficult and demanding a vehicle as Eugene O'Neill's *A Moon for the Misbegotten*. But the Saidye Bronfman Centre Theatre has managed to accomplish this, and their latest effort is possibly one of the best evenings of theatre Montrealers have seen for a long time.

The play centres upon impoverished tenant farmer Phil Hogan, his brash, ungainly daughter Josie, and the owner of the farm, Jim Tyrone. If this last

character sounds familiar to you, you may remember him as the son in O'Neill's earlier work, *Long Day's Journey Into Night*. It has often been said that Tyrone is an autobiographical figure, based on O'Neill himself.

A major theme running through the play is that of escape: Josie attempts to escape her awkwardness and undesirability through a pretense of brazen whorishness; Jim Tyrone yearns for the whiskey bottle and the bright lights of Broadway in order to escape his tortured past. Phil Hogan is faced with the greatest struggle of all: the impending loss of his livelihood. His scheming and authoritarian demagoguery has already

chased away his three sons; only Josie remains faithful to him.

The mood of the play ranges from comic hilarity to the most intense depths of angst and despair. Dixie Seattle as Josie is superbly convincing, first behind the uninhibited facade reminiscent of Shakespeare's Kate in *The Taming of the Shrew*; then as a woman terrified of facing her own reality; and finally as the understanding and sympathetic comforter of Jim Tyrone. Leo Leyden as Phil Hogan shines in a role which, in less skilled hands, could be stereotypical and overacted; and John Gardiner as the tortured Jim Tyrone is excellent, particularly in the

drunken, emotional monologue which makes up the bulk of the third act. Honorable mention goes to Denis Payne, whose brief appearance as the pompous oil magnate T. Stedman Harder is one of the highlights of the production. Director Sean Mulcahy has staged and paced the play in such a way that he overcomes the major problem in any production of O'Neill, a tendency to drag. But *A Moon for the Misbegotten* does not drag, even in the overly long final act.

The play will be at the Saidye Bronfman Centre through November 17. Even if you are not an aficionado of O'Neill, it is well worth seeing for the performances alone.



# u: are they still inevitable?

"Illegal" strikes, who refuses to negotiate with those who engage in "blackmail", who declares that he will not index salaries to the cost of living because "a contract is a contract", and who, in the words of one policeman in the newspaper of the Montreal Policemen's Brotherhood, "mocks the law."

In November 1971, during a press conference on Channel 10, Drapeau gave his reasons for having gone into the restaurant business at the same time that he was Mayor of Montreal: "One can perhaps begin," he said, "to prepare something for oneself so as not to be obliged, at the end of one's mandate, to look for a position as a judge somewhere."

"Won't you receive a pension anyway, Mr. Mayor?" asked a journalist.

"Yes," answered Drapeau, "but all the same, with the cost of living going up and the pension staying fixed, I know what it's like: retired civil servants write to me to ask me to increase the pension because it isn't enough."

Of course it isn't enough, but Drapeau has not increased the pension. On the contrary, he loots the funds to which the retired employees already have a right. The police newspaper gives the example of a retired policeman who receives \$25 a week, or \$1300 a year. As for the retired white collar workers, those in the average classification with 32 years of service received \$4951 a year five years ago — with inflation they have suffered a decline of 22.5%, or \$1113.98, in their buying power.

Secrecy and intransigence reign at City Hall. When the City offered a 7.5% increase to the white collar workers this summer, Councillor Georges Marchand (who is not a candidate in this election) asked how the City could afford this increase when less was provided for in the budget. Executive Committee Chairman Gerard Niding replied that there were hidden cushions in other sections of the budget, and that

they were hidden because the City did not want to reveal its capacity to pay to the unions, to the "enemy".



The only good labour relations at City Hall are in the area of minor grievance procedure, according to white collar union president Jean Des Trois Maisons. In major cases, for the grievances of groups of employees, the City always refuses, and the grievance always has to go to arbitration. This process can take two or three years, the employees win the case, and the City has to pay something like \$400,000 in retroactivity.

Three or four cases like this, and a serious situation develops, because these sums are not provided for in the budget. Thus there is a waste of taxpayers' money which would have been avoided if the City had settled with the employees at the beginning, without its customary pigheadedness. But at the same time that it permits such a situation, the City declares that it cannot give indexation because it is not provided for in the budget.

The blame for the rotten labour relations in the public service of Montreal lies with Jean Drapeau, who plays politics with the employees and with the public's services, and who is more interested in "international" affairs and grandiose projects than in the needs of the employees and the population.

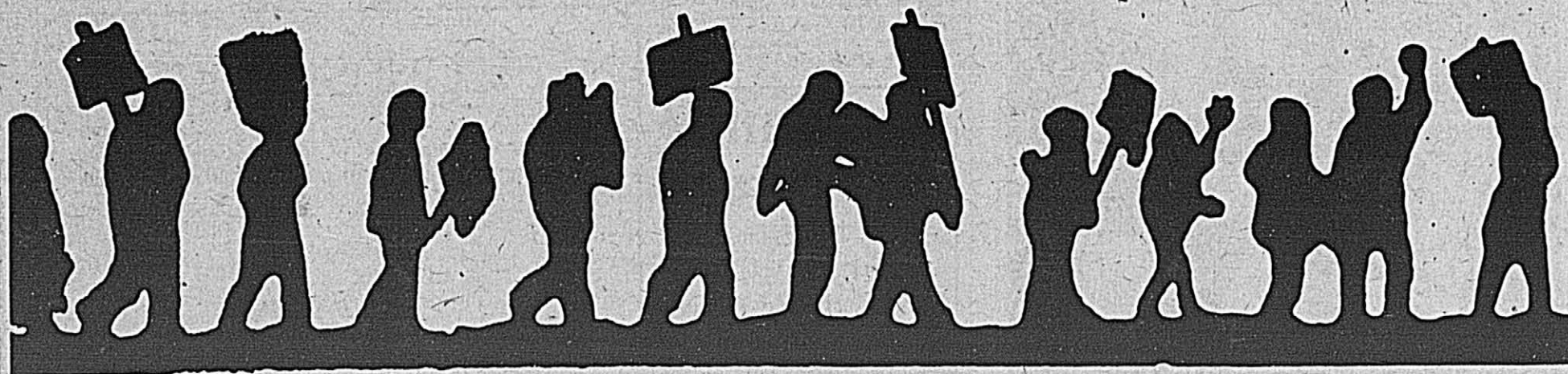
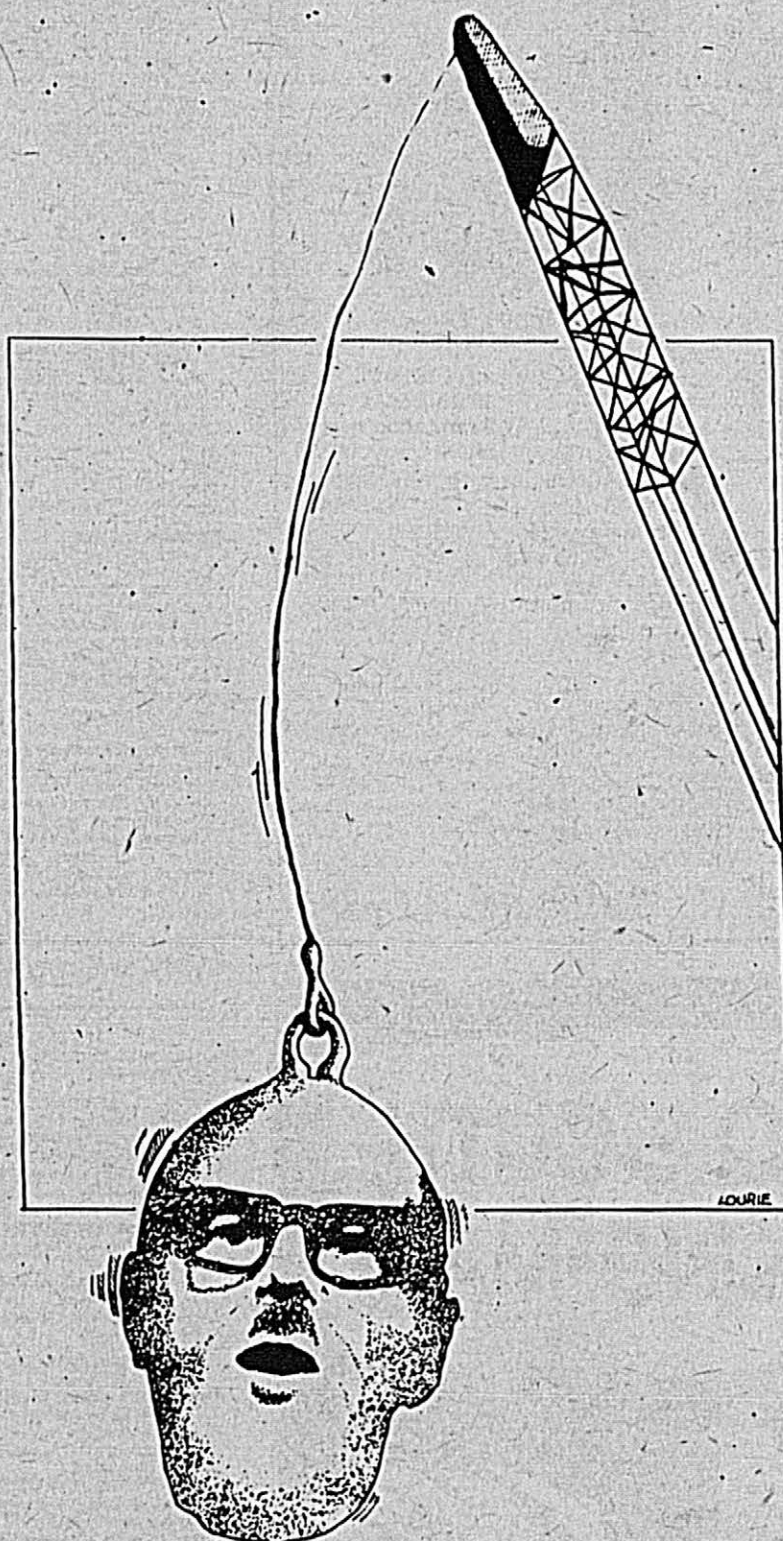
The blame also rests with the personnel director, Gerard Perron, who came to City Hall four years ago after a disastrous career as personnel director at Quebec Iron Ore and Titanium in Sorel, where because of his hardline attitude, strikes and lockouts flourished like mushrooms.

It was Perron who was the "unofficial" advisor of the Montreal Urban Community Transportation Commission during the recent 44-day strike, which ended in total defeat for the Drapeau regime.

The recent firemen's strike,

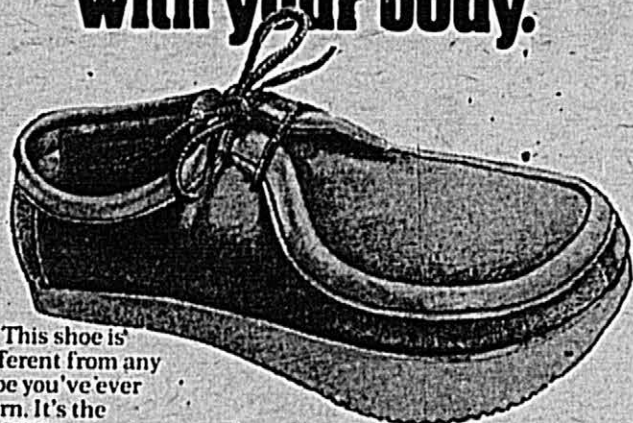
another defeat for Drapeau coming just days before the municipal elections, attests to the Mayor's readiness to play politics not only with the convenience of the public, but with their lives and property. The strike began only after

Drapeau rejected recommendation of the conciliator appointed by the Quebec government. The firemen were not satisfied with the conciliator's proposal, but they were ready to accept it. Drapeau, as usual, was not.





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## Today

McGill for Farmworkers Committee: Meeting today, 5 p.m. in Union 457-8. Beat Dominion! Call 282-0641.

WAA Intramural Ice Hockey: Tonight's schedule, 8-8:45 Arts and Science vs. P&OT, 8:45-9:30 Residences vs. Med, 9:30-10:15 Management vs. Ed, 10:15-11:00 Shiny hockey and practice. Bring your skates to the winter arena. For more information call 842-3705.

Don't Despair: You're still more than welcome to join Sigma Chi Fraternity for lunch at 1 p.m. 3581 University St. Call 849-5965.

ISSM: General meeting for all members and all interested in joining the Italian Students' Society, 1 p.m. Union B26.

L'AEFUM: Reunion generale aujourd'hui a 5h p.m. de tous les membres et de ceux qui veulent le devenir dans le "coffee lounge" de l'Union. Pour des renseignements supplementaires, telephonnez 482-9722.

Faculty of Music: Lunch concert, 1 p.m. Room 310 Works by Mozart, Hindemith, Tansman and Starkadomsky.

CUSO: Information booths in Macdonald lobby and McConnell Engineering buildings.

Gay McGill: General meeting, 6:52 p.m. Union B46, call 392-8917.

Motorcycle Club: General meeting, 1 to 2 p.m. Union 457. For more information, call 626-8018.

Debating Union: Instructional session for beginners and intermediaries, 7 p.m. Union B42.

Preventive Medicine Society: Meeting to discuss future plans, Union B27 5 p.m. For more information call 843-4017.

Fine Art Classes: Model and material provided, 6-8 p.m. Morrice Hall 107.

South Asian Students' Association: Important general meeting. Finalization of constitution and year's activities, 5:30 p.m. Union 327. All interested are welcome. For more information call 392-8940.

Association of Women in Law at McGill: Anne and Pierre Champagne, lawyers specializing in family law, will speak on divorce, separation and other issues at 3644 Peel St. Moot Court Room, 7:30 p.m.

## What's What

### THE FREE PRESS

I've done it. Lost all your phone numbers. Call 842-0066 or 849-0056.

### AFRICAN STUDENTS

Get together on November 7 Union 123-4. Everybody welcome. Drinks will be served.

### WOMEN'S UNION

A meeting for women interested in revising the constitution and in forming a steering committee Monday November 11, 6 p.m. Call 849-0300.

### JAPANESE STUDENTS SOCIETY

Meeting Thursday November 7 at 6 p.m. Union B40.

### BLEEDING WINNERS

Meet the winners of the bleeding contest. Lambda Chi Alpha fraternity, 3505 Peel. Call 288-6717.

### UNITED FARMWORKERS FILM FESTIVAL

Meeting November 7, 4-6 p.m. Support Farmworkers and the boycott. Call 282-0641.

### WOMEN'S SQUASH INTRAMURALS

Sign up deadline Nov. 8 in Women's locker room, Currie gym. Tournament begins Nov. 11 through Christmas.

### SOUTH EAST ASIAN STUDENTS' ASSOCIATION

General meeting and party Friday November 8 Union 457 at 5 p.m. Everyone welcome. Call 392-4300.

## classifieds

Continued from page 2

### FOR SALE

Bogen 50 watt amplifier, mono, good for P/A systems or bands. Also Garrard AT60 automatic stereo turntable, ceramic cartridge, older model, but good shape. Good prices. Call Phil 288-3358 evenings.

Band on the Run: Group that's just broken up has quality musical instruments to sell: sound equipment, guitars, amps, Hammond organ, drums, etc. Phone 626-5310; 620-1707.

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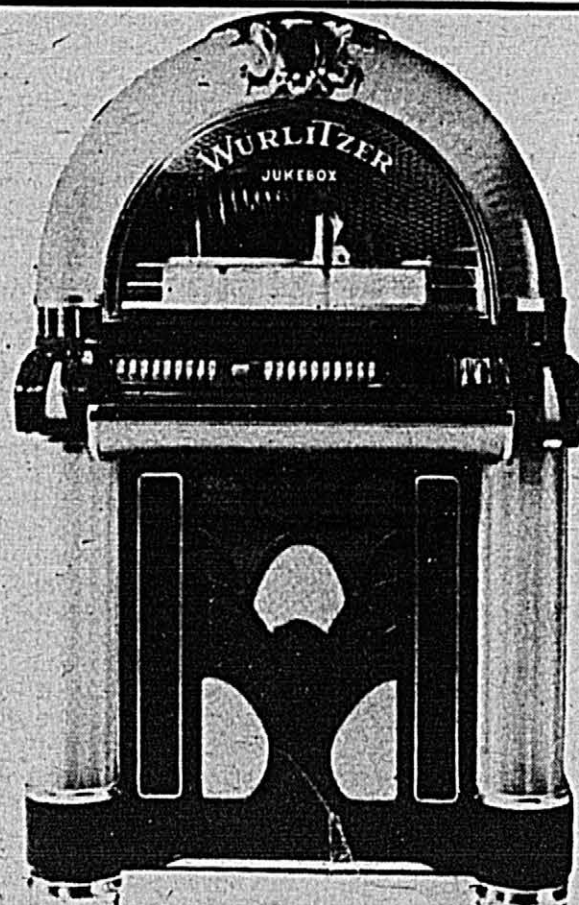
(a live band)  
a live disco

Time: Sat. Nov. 9, at 8 p.m.

Admission: \$2.00  
(Refreshments included)

Place: R.V.C. Dorm

641 Sherbrooke St. W.  
Main Cafeteria



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remember me."

-GERTRUDE STEIN

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SOUTHERN COMFORT



# Field hockey team finishes fourth

by Jan Meyer

The McGill senior field hockey team finished off their season winning three games out of four played at the OWIAA finals this past weekend at McMaster. These results coupled with those of a previous weekend, gave McGill a four wins-one tie-two losses record, good for fourth place in the eight team league. The perennial champions, University of Toronto, again copped the league crown. The only blemish on their otherwise perfect record, was a 0-0 draw with McGill. McMaster and York tied for second ahead of McGill.

The McGill squad opened their weekend activities against a young University of Guelph team. Led by Sue Paquette's three goals McGill had a relatively easy time defeating Guelph 4-0. Wendy Stack scored the other goal. McGill held the edge in play throughout a game which was very wide open. Whenever Guelph threatened to score, either the McGill defence or goalie Eloise was there to turn the play around. The score might have been

higher had not the Guelph goalkeeper made several excellent saves.

A few hours later McGill met the tough York University team. York employed a system of four forwards, four halfbacks, and two fullbacks instead of the conventional 5-3-2 complement, which placed constant pressure on the McGill defense and made it doubly difficult for McGill to penetrate York's defensive zone. York also played an exceptionally physical game for what is supposedly a non-contact sport. They obstructed forcefully and pushed hard when the opportunity arose. They also made the most of their chances—outscored McGill 2-0. Their first goal was scored on a penalty bully, awarded for a deliberate foul by McGill in the striking circle. The second goal, scored late in the game, came on a hard shot from the left side. McGill was unable to mount much of an attack although they did have several scoring chances early in the game. It was lackluster effort by McGill throughout the entire contest.

The next day McGill met Western. This game was

considerably better for McGill than their previous effort. McGill's defence tightened up and exhibited better stickwork and ball control. McGill's forwards were still unable to finish off their plays although there were many sustained attacks by red and white. Right inner Wendy Stack scored on a penalty corner to give McGill a 1-0 victory.

The last game of the season was against Waterloo, who had lost a close 1-0 game to Toronto that morning. Exhibiting a form that had not been seen since the Toronto game, McGill charged their way to a 1-0 victory. While the McGill defense controlled the ball well in their end of the field, the forwards finally started to pass and attack with authority. Bolstered by the ever-present halfbacks, McGill's forwards had many scoring chances, particularly in the second half. Waterloo's goalkeeper was called upon to make numerous saves as her defense was often errant in their clearing. McGill's left-side forwards, Terry Ballantyne and Sue Paquette, moved the ball well on their side of the field as all the forwards contributed "better

than-usual" type passing. McGill's goal was scored by Sue Paquette from a pass by Kathy White. The McGill squad played with exceptional determination and hustle throughout the entire game—it was a real team effort. Waterloo threatened to score in the second half in a goalmouth scramble, but McGill's Samuels made a stick save to deflect a sure goal and preserve the victory.

Over the entire season the McGill squad won 11 games, tied four and lost four. McGill scored 28 goals and allowed only eight. The goal scorers

were: Wendy Stack- 11, Sue Paquette- 9, Chris Kelsey- 5, and one each for Terry Ballantyne, Judy Sweeney, and Leah Auclair.

While McGill will lose the services of two of its better players—centre Chris Kelsey and halfback Kathy White, through graduation—the prospects look good for next year. This year's team featured five rookies who have all shown improvement and several second year players. With another year of experience under their belts, next year's team should be strong contenders.

## Super Squaws defeat Old Girls to open season

by Carol Jefferies

The McGill Super Squaws opened their season with a convincing 10-6 victory over the Old Girls in an exhibition game that was held Friday night in the Winter Stadium. Fans were few but spirited.

Rookie Sandy Gosnell began the scoring with a magnificent rush early in the first period. After a couple more unanswered goals by the Squaws, the Old Girls rallied to make the score 4-3 at the end of the first period.

Some cheap penalties in the second period to the Squaws forced them to work with renewed effort, leading to a

couple of shorthanded goals. From there on in, it seemed that the Old Girls had lost their drive. The game continued with much action in the center ice area as play slowed down, most notably due to the fact that the two teams had been playing non-stop for over an hour.

**NOTES:** Gail Cimon lost some blood and gained a few stitches early in the game. Sorry Gail, the Blood Drive was last week... Due to the fact that both regular goalies were absent at the field hockey championships, Marylene Parker did a commendable job in nets for both teams as she switched ends between per-

iods. Two veterans more than doubled their output of last season which leads this author to believe that SGWU will find themselves a tough match when they open the season against our Squaws Friday, November 15, at 8:00 pm in the winter stadium.

### SQUASH!

Hurry! Hurry! Step right up! Entry deadline for the Women's tournament is November 8. See list in Women's locker room, Currie Gym (not you George). Tournament starts next week and continues 'till Xmas.

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in salt.

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